



HMS NEWS

News from the
Montgomery County Department of Public Works and Transportation
Division of Operations Highway Maintenance Section

Great News! Your Neighborhood to be Resurfaced!

Preliminary Work Underway in Brookville Knolls and Tanterra

PURPOSE

This newsletter is to inform you of the upcoming resurfacing of streets in the Brookville Knolls and Tanterra neighborhoods.

INTRODUCTION

The Department of Public Works and Transportation's (DPWT) Highway Maintenance Section (HMS) maintains neighborhood streets using several methods. Streets that are in relatively good condition only require a seal coat to keep the surface in good condition for many years. Streets that show large amounts of wear and need more repairs to bring them up to a good condition will be maintained using an asphalt overlay.

HMS has evaluated the streets in your neighborhoods and has determined that some meet the maintenance criteria for asphalt paving. Other streets are in relatively good condition and will need fewer repairs to maintain them. Those streets meet the maintenance criteria for slurry seal resurfacing. Refer to the map on the reverse side of this newsletter to view the proposed resurfacing areas.

In both cases some preliminary work is required. HMS has scheduled the work to take place over the next several weeks. HMS crews will be performing the preparation and asphalt paving work in the Brookville Knolls and Tanterra neighborhoods. Final resurfacing will be performed later this spring or summer.

IMPACTS

The preliminary and resurfacing work will be scheduled between the hours of 7 am and 5 pm. Residents and traffic may be delayed with alternating one-way traffic. This work will necessitate temporary lane closures and parking restrictions. Access to your homes will be available at all times except when we must delay traffic crossing the new asphalt until it is compacted or the slurry seal has set. The work will produce noise and dust during construction. However, the finished product will improve the Brookville Knolls and Tanterra neighborhoods for residents and traffic.

STREET REPAIR AND RESURFACING PROCESS

The HMS pavement evaluation has determined that, prior to paving, full depth asphalt patching of the pavement will be necessary at selected locations. You may see paint markings that outline areas for pavement replacement, such as those shown in the picture below.



Full Depth Patching – Areas of pavement distress are excavated and replaced with hot mix asphalt. This method is used in isolated areas where pavement failures extend through the road base. Full depth patching restores the pave-



Typical asphalt excavation operation

ment's integrity and capacity to support vehicle loads.

Utility Adjustments - Sewer and storm drain manholes, water valves and gas valves, and other underground utility access covers need to be elevated to the same grade as the proposed new surface asphalt overlay, usually 1" to 2". To minimize impact to traffic after raising, asphalt is temporarily ramped up around the utility until paving occurs. Slurry seal is a thin material and needs no utility adjustments.

Pavement milling, edge and full width - Edge milling (grinding off the edges of the existing pavement near curbs and driveways) allows the new asphalt to match the level of the existing curbs, etc. In some cases the entire surface of the roadway may be milled off 1"-2" to restore the proper cross-section or to improve rideability. The new layer of asphalt will provide a new, smooth riding surface. **The final paving may take place several weeks after the preliminary work ends.**

Paving - The actual paving process begins with a thorough sweeping of the existing pavement. A tack coat, or light spray of liquid tar, is placed on the surface to help adhere the new asphalt to it. The new asphalt is brought to the work site on dump



Typical milling operation

trucks and deposited into the hopper of the paving machine. The paving machine then places the asphalt at the proper depth, grade and smoothness. Following placement, hydraulic rollers compact the asphalt to the required density. If your street currently has lane markings such as double yellow or white lines, then temporary lane markings will be placed after the rolling operation has been completed and the asphalt has cooled sufficiently to allow installation of the temporary markings. Permanent lane marking will be installed at a later date at those locations where they existed prior to the paving project.



Typical asphalt paving operation



Typical slurry seal operation



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NOTICE OF NEIGHBORHOOD RESURFACING

ADDITIONAL NOTIFICATION

Prior to starting work in your neighborhood, the Highway Maintenance Section will provide additional notice:

Place temporary “NOTICE” signs at the major entrances to the neighborhood.

Post temporary “NO PARKING” signs on the where streets we will be working, if necessary.

CONTACTS

Please feel free to contact us with any questions or concerns.

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